

MANOA NEIGHBORHOOD TRAFFIC CALMING CHARRETTE

HONOLULU, HAWAII

FINAL REPORT

MARCH 2000



Mayor Jeremy Harris
City and County of Honolulu
Department of Transportation Services

Prepared by:
**R. M. TOWILL CORPORATION &
WALKABLE COMMUNITIES INC.**

Project Leadership:

Mayor Jeremy Harris

Councilmembers:

Dr. Duke Bainum

John Desoto

John Henry Felix

Mufi Hannemann

Steve Holmes

Rene Mansho

Andy Mirikitani

Donna Kim

Jon Yoshimura

Department of Transportation Services

Cheryl Soon, Director

Joe Magaldi, Deputy Director

Paul Won, P.E., Chief Engineer

R. M. Towill Corporation

Jimmy Yamamoto, P.E. Project Leader

Kevin Mendes, P.E.

Jim Neirmann

Alan Fujimori, ASLA

Harrison Rue

Walkable Communities, Inc.

Dan Burden, Director

Michael Wallwork, P.E., Principal Engineer

Erin Kilpatrick

Special Thanks:

Andy Mirikitani

Manoa Councilmember

This report was prepared for the Honolulu Department of Transportation Services by R.M. Towill Corp and Walkable Communities, Inc. For background information on details found in this report contact The Traffic Calming Program at, (808) 527-5016. Walkable Communities, Inc. provides a helpful website at www.walkable.org.

Table of Contents

Introduction	2
Four Step Process	2
Walking Audit	3
Charrette Images	4
Charrette Agenda	4
Neighborhood Charrette Results	5
Study Area	7
Existing Conditions First Site Inspection	8
Recommended Treatments and Locator Map	10
Report on Second Neighborhood Meeting	12
Drawings	13
Where Do We Go From Here?	18
Summary	18
Appendix A	19

Disclaimer

The contents of this report represents the knowledge, experience, and expertise of the citizens and authors in providing ideas and concepts to improve safety, access, mobility and livability through traffic calming and traffic management strategies. This report does not constitute a standard, specification, or regulation, and is not intended to be used as a basis for establishing civil liability. The decision to use a particular measure should be made on the basis of an engineering study of the location. This report is not a substitute for sound engineering judgement. Adherence to the principles found in this report can lead to an overall improvement in neighborhood traffic safety.

INTRODUCTION

People speed and cut through neighborhoods for a variety of reasons. Most neighborhood streets built in the past fifty years are designed for high speeds (30-40 mph) even though they may be posted at a lower limit. Meanwhile appropriate speeds for typical local streets are 25 mph. Many of our land uses are scattered. This results in families making an average of 10 car trips daily. The volume of vehicles chokes and strangles traffic flow at intersections, then backs into neighborhoods as drivers take short cuts to avoid back-ups. Many motorists are late for events and try to make up the time. We (motorists) are all guilty of these practices.

This report provides guidance on reducing this unwanted, unsafe behavior. Before entering into design of traffic calming features all neighborhood residents are asked to accept that the problems most often come from inside the neighborhood. Solutions therefore must be developed by the "stakeholders", Residents and property owners, who have much to gain from working together, are the backbone of finding workable solutions.

Six Step Process

Step 1

Traffic calming the Manoa Neighborhood began with a partnership. Honolulu Department of Transportation Services staff met with Council member Andy Mirikitani and staff to identify an area of concern in his district.

Step 2

R.M. Towill staff collected traffic volume, speed and crash records to determine existing conditions. University of Hawai'i Urban and Regional Planning program mapped traffic information using Geographic Information Systems (GIS).

Step 3

The Traffic Calming Team was oriented to the neighborhood through a walking audit and site inspection. Still and digital photos were taken, and a windshield audit of all principal streets in the neighborhood was conducted. The team took street width measurements, estimated block lengths, observed motorists' behaviors, interviewed pedestrians and other residents, and gathered available maps.

Step 4

The Manoa Neighborhood hosted a community traffic calming charrette on November 13, 1999. Here neighborhood residents were presented with community photographs and given some examples of traffic calming possibilities. Then the residents created a prioritized list of the traffic issues to be addressed. Finally, the neighbors worked in groups and marked suggested solutions on neighborhood map.

Step 5

The engineering and traffic calming development team worked out a system solution to traffic speeding and volume, prepared conceptual engineering drawings for several locations, and selected the most appropriate tools for enhanced illustrated drawings.

Step 6

The Manoa Neighborhood hosted a final workshop in which residents helped fine-tune the recommendations of the Traffic Calming Team. Comments were received and incorporated into the final report. This report includes the final conceptual system map, and summarizes resident' priorities for implementation.